

CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

COUNTRY Yugoslavia

SUBJECT Reconstruction of the Port of Fiume

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SUPPLEMENT

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Director

SOURCE

Yugoslav Administration for the Reconstruction of the Port of Fiume

1. Reconstruction of the port of Fiume and of port installations, destroyed by the Germans in April 1945, is being carried out as the result of directives of an office of the Yugoslav Military Administration (VUJA - Vojna Uprava Jugoslavenska Armije). This office is directed by Captain Kukoc who is in direct contact with the head of VUJA, General Holjevac. VUJA has created an organization known as the Maritime Inspectorate with headquarters in the Palazzo Adria, to handle plans for reconstruction and repairs, effectuation of plans, supervision of works and the practical questions involved. Heads of the Maritime Inspectorate are: Captain Dragustin, military representative of VUJA; a supervising engineer, Engineer Marinovich; Director of Works, Engineer Cicin-Sain; Planning Officer, Engineer Hoffman. At the beginning representatives of the Comitato Popolare Cittadino and industrialists were included in the Maritime Inspectorate, but since they played no important role they were later excluded.
2. Execution of work, after VUJA has received approval from Belgrade and transmitted it to the Maritime Inspectorate, is leased out to private firms which bid competitively. In actuality in public bidding every method is followed to favor Yugoslav firms and to discriminate against firms of Fiume and Istria. Frequently in carrying out work plans, VUJA, instead of making use of the Maritime Inspectorate, refers directly to the technical work section of the Comitato Popolare Cittadino, a procedure resulting in confusion and dissatisfaction among the various offices.
3. The material means at disposition for the work are completely insufficient and there is no possibility of obtaining necessary materials in the near future. There is only one floating crane of 16 tons, whereas one of 35-40 tons would be indispensable. Two pile drivers, one a compressed air pile driver, the other a steam pile driver, have been transported to some other locality, and the subsequent assignment of four divers to the work has proved useless. Dredges, grab claws, cement block mixers are too few and of too small dimensions. Supply of indispensable raw materials such as cement, bricks, rock, wood, sand and lime has been made extremely difficult by endless red tape which gives rise to the

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interpretation that organized sabotage is in progress. Supply is also rendered difficult by the hostility which exists between Croats and Slovenes in the administrative offices. Expenditures on the work run between 10-15 million lire monthly and are paid by VUJA.

Present Status of Conditions in the Port of Fiume

Note: The following information on conditions of installations and reconstruction of the ports of Fiume and Susek is to be used in conjunction with an over-lay of the town plan of Fiume-Susak (3rd Edition - October 1944). The over-lay and town plan may be obtained on loan from this office for a limited period of time. There are also on file in this office sketches showing the condition and extent of demolition damages of the following: Napoli Wharf; Genova Wharf; Abruzzi Quay; and, the Cagni Breakwater.

4. The quays (danchine) of the port of Fiume extended 5,600 meters and incorporated 33 large warehouses and about 40 cranes. At the present time only 2,040 meters of the quays are serviceable, however, to a large extent without warehouses and with only ten cranes functioning; two more will be functioning soon. Of the 2,040 meters, 400 meters are not serviceable in practice because of sunken ship wreckage near the quays which, for various reasons, it has not been possible to salvage or destroy. At the present time 350 meters of the quays (designated in yellow on the accompanying maps) are being repaired. When repairs are finished the following wharfs (mali) and quay (rive) designated in yellow and green respectively will be serviceable:

One fifth of the Petrolio port
 One half of the Scalo Legnani Quay (wood shed)
 All of the former Rizzo Quay (Zagrebacka Obala)
 One fourth of the former Genova Wharf (Gat Vladimira Gortana)
 One fifth of the former Ancona Wharf (Gat Otokara Karsovanija)
 Quay of the Capitanoria di Porto and the former Adamic Wharf
 (Gat Prvi Maj)
 One fifth of the former Emanuele Filiberto Quay
 All of the former Cristoforo Colombo Quay (Splitska obala)
 One half of the former Cagni Breakwater (Lukobran Generala
 Petra Drapsina)

The above include also the 400 meters mentioned in this paragraph which are not approachable because of the wrecks of sunken ships.

5. Construction firms now engaged in work in the port of Fiume are:

Former Napoli Wharf (Gat Vladimira Gortana) - the firm
 Engineer Schraml of Ljubljana with 30 workers
 Former Rizzo Quay (W. side) - Cooperative Edile of
 Ljubljana with 25 workers
 Works on various warehouses - Impresa Cittadina Fiumana
 with 150 workers
 Former Colombo Quay - Zemaljska firm of Zagreb with 45
 workers
 Former Cagni Breakwater (work on the cranes) - Impresa
 Cittadina Fiumana with 15 workers

Less important work such as the tearing down of the warehouses of the former Ancona and Genova Wharfs is carried out by about 100 workers under the Technical Work Section of the CPC. Once a week voluntary

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work is ordered by the civil authorities in which about 3-4,000 persons participate for three to four hours. With the exception of work done in clearing rubble this work service has little practical useful result because of the inability of most of the workers, confusion, lack of tools, etc.

6. Daily capacity of the port, when the two cranes of the former Cagni Breakwater have been repaired, will be about 1,500 tons. There are about 200 skilled port workers for loading and unloading ships. Maritime traffic is limited to Yugoslav ships of medium tonnage carrying goods and material of UNRRA origin and sometimes carrying phosphates from Tunisia. There is also a local traffic with Dalmatia and Istria carried on with motor vessels (motovelieri) transporting coal from Arsia, wood, and various goods. Yugoslav Navy ships or submarines have not been observed with the exception of a few minesweepers or armed motor vessels which usually moor at the east end of the former Duca degli Abruzzi Quay (Ljubljansk Obala). Frequent visits have been made to inspect the work in progress by General Holjevac and other Yugoslav officers, as well as by Russian technicians in civilian clothes. None of these inspecting personnel showed any technical competence.
7. The following information describes the corresponding numbers on the over-lay of the town plan of the ports of Fiume-Susak.
 1. Three large metallic gasoline tanks constituting part of the ROMSA establishment (Raffineria petrolio), have been repaired (green). Another three tanks are in an advanced state of construction (yellow). One is completely destroyed (red). Sections of the port designated in red are not serviceable; red circular symbols designate gaps caused by mines. Sections shown in green are serviceable. The warehouse near the port is destroyed (red) with exception of the part designated in green which is serviceable. The railroad spur designated in red is destroyed.
 2. Half of the Scalo Legnani Quay is serviceable (green). A new railroad spur has been constructed leading to the Scalo Legnani Quay. The section of the quay designated in red was destroyed and is not in functioning condition.
 3. The small harbor of Mandracchio, as well as neighboring buildings, is completely destroyed (red). Red circular symbols designate the larger gaps.
 4. Of the two large metallic tanks, one (red) is destroyed, one (green) is serviceable. The serviceable tank is set up with a jetty (pontile), with pump for fueling ships with diesel oil, and is connected to the railroad by a new railroad spur.
 5. Former Palermo Wharf: the west quay (red) is unserviceable because of two gaps and other damage. The pier-head and east quay (red) are also damaged and unserviceable. The searchlight at the pier-head is functioning. Warehouse No. 23 on the wharf is two-thirds destroyed (red); the middle part of the warehouse (green) is serviceable. The two yellow symbols at the base of the wharf designate two gaps being repaired.
 6. Former Rizzo Quay: is completely unserviceable with the exception of the section (designated in yellow, being repaired) joining it to the former Palermo Wharf. There are six functioning cranes (one and a half tons) on the former Rizzo Quay. Warehouses Nos. 18, 19, 20, 21, 22, are serviceable, (green). The wharf has installations for fresh water (blue). The railroad spur is functioning.

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7. Former Napoli Wharf: the west quay and the pier-head are being repaired (yellow). The east quay (Figure 7), formerly unserviceable because of two gaps, has been repaired with wooden structures which hinder action of the four cranes on the quay. The underwater part of the quay projects about three meters. The warehouse (No. 17) of the wharf is serviceable (green). The wharf has installations for fresh water (blue).
8. Former Thon di Revel Quay (beogradska obala): is completely unserviceable and is almost totally destroyed (red); there are nine gaps. Near the quay there are two small wrecked ships and the wreckage at the motorship RAMB III, 6,000 tons. Warehouses adjacent are: No. 16, destroyed (red); Nos. 14, 15, being repaired (yellow); Nos. 12, 13, being repaired and partly serviceable (yellow and green). The building designated in green near Warehouse No. 12 is the Port Workers' Clubhouse. The wharf has installations for fresh water.
9. Former Genova Wharf: the first half of the west quay is destroyed; there are two gaps (red). The second section of the quay (green) is serviceable. The pierhead of the wharf (red) is destroyed. The east quay is unserviceable for three-quarters of its length, serviceable for one-quarter of its length (green); there are three gaps (red). Near the pier-head end of the east quay there is a sunken submarine. The four warehouses of the wharf are completely destroyed and are being torn down to salvage the bricks (red). At the base of the wharf there are installations for fresh water (blue). (Figure 9).
10. Former Duca degli Abruzzi Quay: is totally unserviceable. There are seven gaps. At the pier-head end there are usually moored six small units of the Yugoslav Navy. Warehouses Nos. 5, 6, and 7, are being repaired (yellow). In Warehouse No. 5 there is a dump of material belonging to the Yugoslav Navy, in large part of UNRRA origin. The quay has installations for fresh water (blue). With reference to the condition of the quay see figures 10 and 10a.
11. Former Ancona Wharf: the first section (red) of the west quay is unserviceable. There is one gap. The second section (green) is serviceable. The pier-head of the wharf and the east side (red) are not serviceable. Warehouses Nos. 1, 2, 3, and 4, are destroyed and are being torn down for salvage of materials. An Italian destroyer is submerged near the east quay. At the base of the east quay there are several small wrecked boats. Two of these boats will be extremely difficult to move as they are large dredges. One has cement sides and the other wood or steel sides. The wharf has installations for fresh water.
12. Quay of the Captain of the Port (Capitaneria di porto): the section designated in green is serviceable; it has one functioning crane. The building designated in red is destroyed. The palazzo of the Capitaneria is being repaired (yellow). The red symbols along the quay between the Capitaneria and the Adamic Wharf designate two gaps. Adamic Wharf: entirely serviceable (green). Has one functioning crane.
13. Former Emanuele Filiberto Quay: sections in red designate damage and gaps. The green section designates the serviceable part of the quay.
14. Former Stocco Wharf: completely destroyed (red). ~~There is a~~ is a sunken schooner near the pier-head.
15. Former Colombo Quay: north extremity (red) is destroyed. A sunken motorship is located near it. Sections of the quay in yellow designate gaps being repaired. Sections in green designate serviceable sections of the quay. The quay has installations for

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fresh water. The railroad spur is functioning normally. Red symbols at the south extremity near the bridge designate two gaps.

16. The rotary bridge (ponto girovolto) was destroyed and has been replaced with a fixed Bailey bridge (yellow). The first section of the former Cagni Wharf breakwater (molo diga) is serviceable (green).
17. Serviceable section of the former Cagni Breakwater is designated in green. Two cranes (one and a half tons) have been installed. They can be used as soon as electrical connections have been installed. The double track railroad spur is functioning.
18. Damaged and unserviceable section of the former Cagni Breakwater with six gaps (red).
19. Serviceable section of the former Cagni Breakwater. Half of this section cannot be approached because of two sunken schooners of medium size.
20. Pier-head end of the former Cagni Breakwater damaged with three gaps repaired outboard. The entire outboard sides of the breakwater are in good condition and fulfill breakwater function. The searchlight is functioning.
21. Railroad station in Fiume. Has been repaired and is totally serviceable (green).
22. Principal lighthouse (formerly visible up to 25 miles) destroyed by the Germans, replaced with a searchlight (riflettore a raggio fisso). The railroad bridge near the lighthouse was destroyed (red) and has been replaced with a surface level track.
23. Loading platform (piano caricatore) designated in purple, used by the army to load train cars with artillery, vehicles, live-stock.
24. Same as 23.
25. Offices of the Railroad Administration, serviceable (green) with exception of a destroyed section (red). The warehouse nearby is serviceable (green).
26. Wharf north of Port of Susak: green section is serviceable, red section destroyed. The searchlight is functioning.
27. Former Karageorgovich Quay: Section designated in green is serviceable, section in yellow being repaired, red section is destroyed. The warehouse designated in yellow is being repaired, warehouse in red is destroyed.
28. Obala Quay is serviceable (green).
29. Former Marcic Wharf is completely destroyed (red).
30. Former Re Alessandro 1^o Quay and south Wharf: completely destroyed.
31. Five large gaps. Searchlight is functioning.
32. Railroad bridge is destroyed (red). The two banks of the Canale della Fiumara are in normal condition (green) with the exception of a gap being repaired on the east bank (yellow).
33. Railroad drawbridge (ponte ferroviario alzabile) serviceable (green). This bridge will be reinforced.
34. Highway bridge over the Enco River repaired, serviceable (green).

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It is to be expected that this narrowing will cause overflow of banks at the first winter high tide.

35. Railroad bridge over the Eneo River is serviceable.
36. Railroad locomotive dump and workshop: being repaired (yellow).
37. Section of the former Cagni Breakwater damaged and rebuilt with reduced dimensions (red - see Figure 37). Only a single vehicle or railroad car can pass at a time. The spur is serviceable. Near the quay there is a sunken floating dock about 50 meters long.
38. Hangars of the Whitehead Torpedo Factory, destroyed (red).

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